



US005572905A

United States Patent [19]

Cook, Jr.

[11] Patent Number: 5,572,905

[45] Date of Patent: Nov. 12, 1996

[54] **DISPLACEABLE SPUR GEAR TORQUE CONTROLLED DRIVER AND METHOD**

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[73] Assignee: The United States of America as represented by the Administrator of the National Aeronautics and Space Administration, Washington, D.C.

[21] Appl. No.: 288,112

[22] Filed: Aug. 10, 1994

[51] Int. Cl.⁶ F16H 35/06; F16H 35/10; B25B 23/14

[52] U.S. Cl. 74/411; 81/57.22; 81/467; 464/37; 464/57

[58] Field of Search 74/411; 81/57.22; 81/467; 173/50, 176, 178

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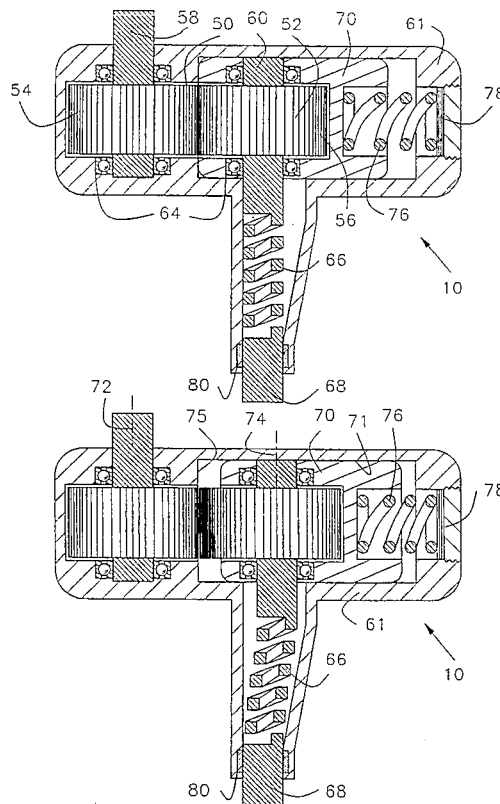
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Attorney, Agent, or Firm—James M. Cate

[57] ABSTRACT

Methods and apparatus are provided for a torque driver including a laterally displaceable gear support member to carry an output spur gear. A biasing assembly biases the output spur gear into engagement with a pinion to which is applied an input torque greater than a desired output torque limit for a threaded fastener such as a nut or screw. A coiled output linkage connects the output spur gear with a fastener adaptor which may be a socket for a nut. A gear tooth profile provides a separation force that overcomes the bias to limit torque at the desired torque limit. Multiple fasteners may be rotated simultaneously to a desired torque limit if additional output spur gears are provided. A gauged selector mechanism is provided to laterally displace multiple driver members for fasteners arranged in differing configurations. The torque limit is selectably adjustable and may be different for fasteners within the same fastener configuration.

21 Claims, 7 Drawing Sheets



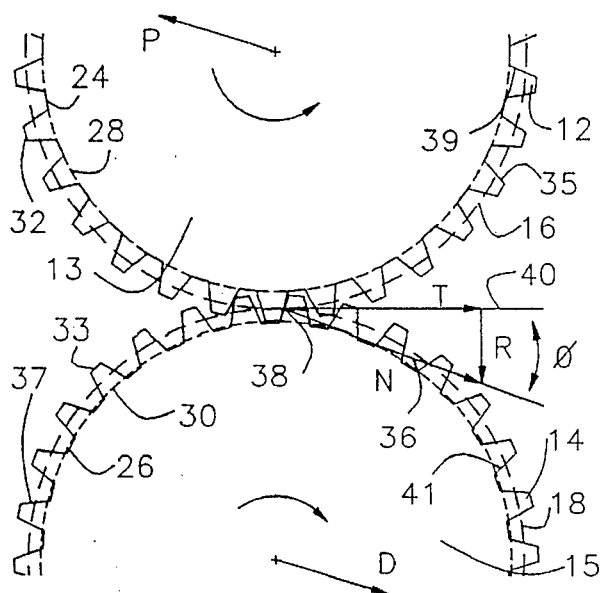


FIG. 1

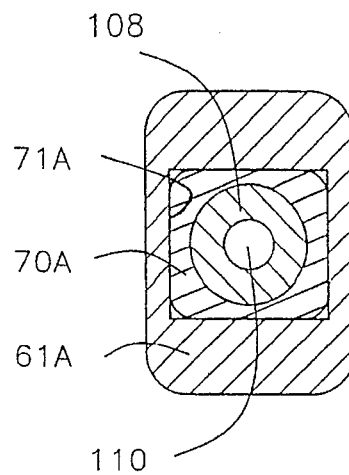


FIG. 4A

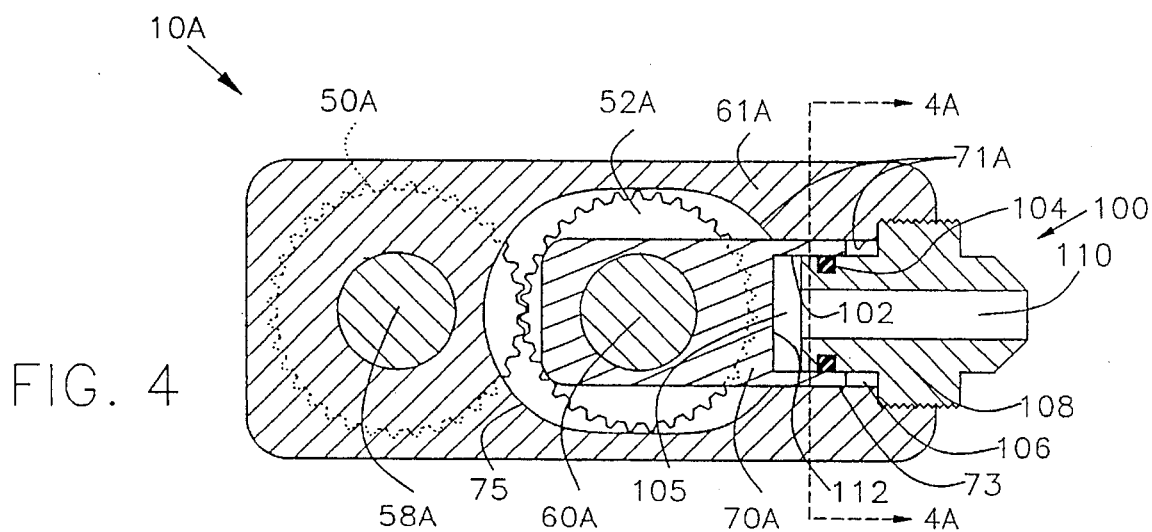


FIG. 4

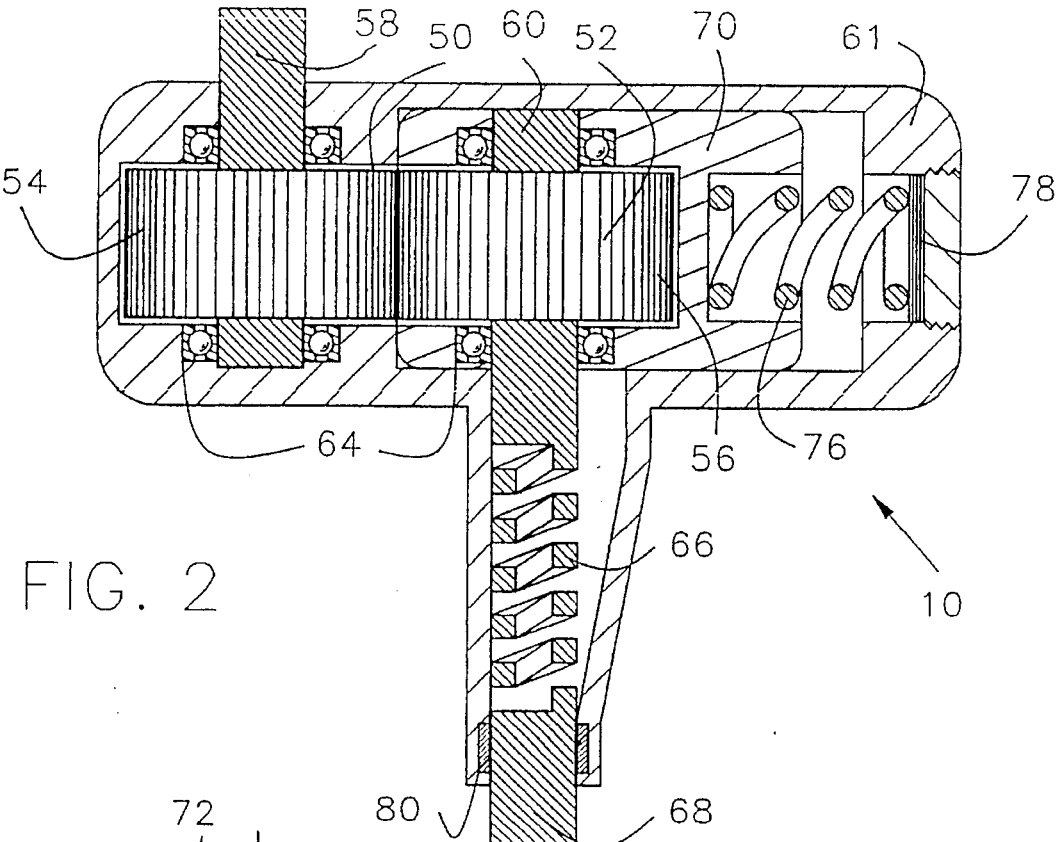


FIG. 2

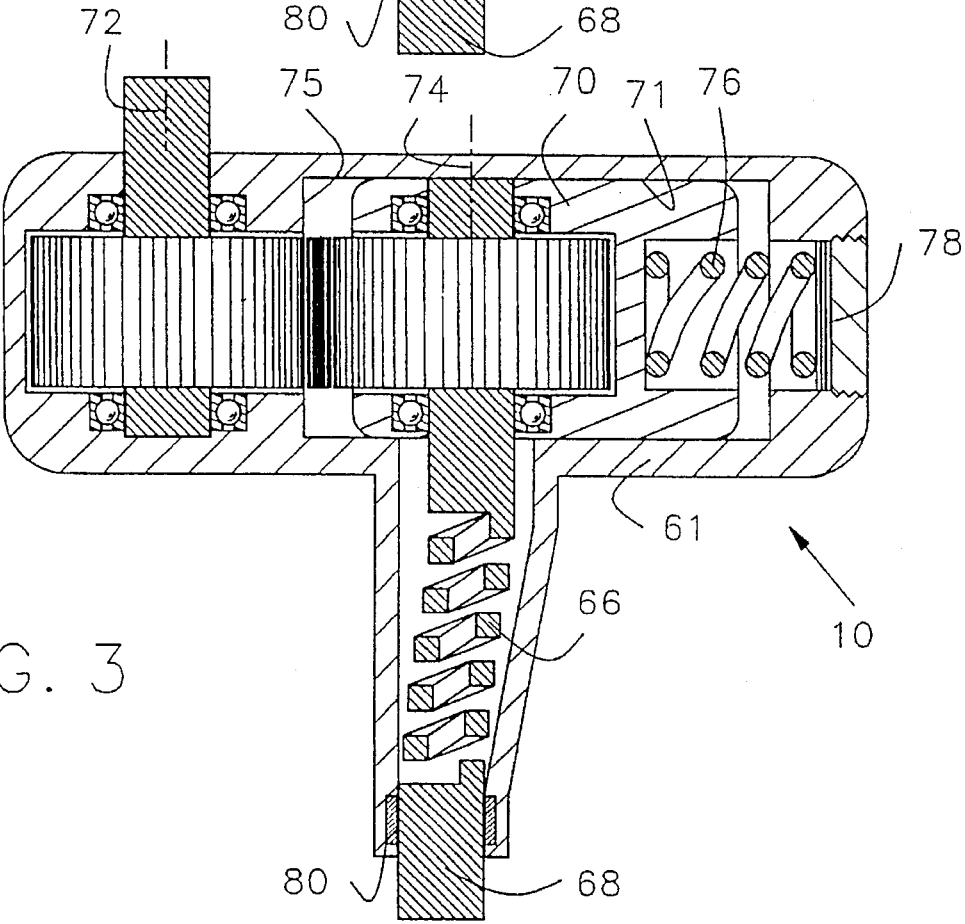


FIG. 3

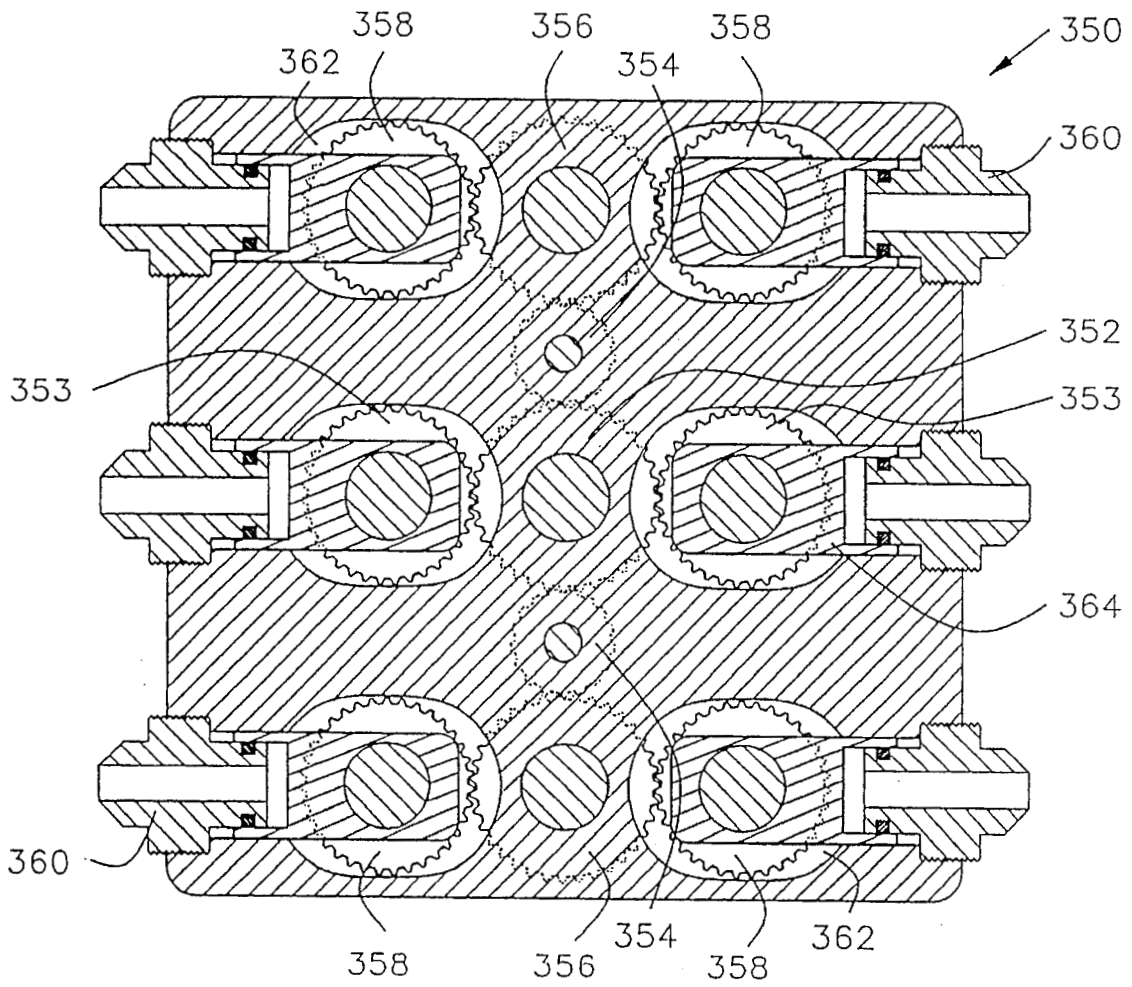


FIG. 10

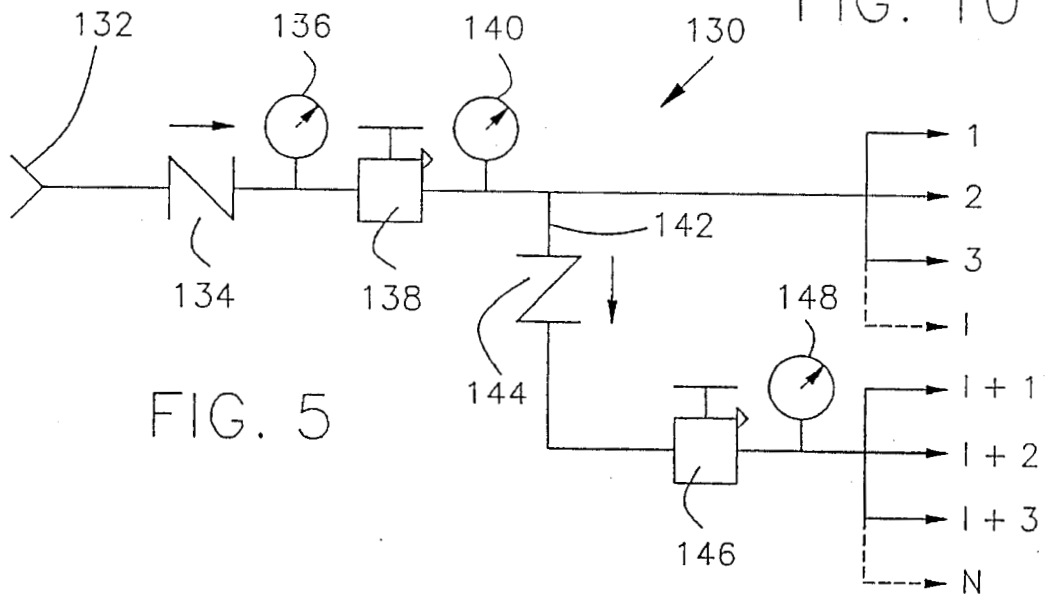


FIG. 5

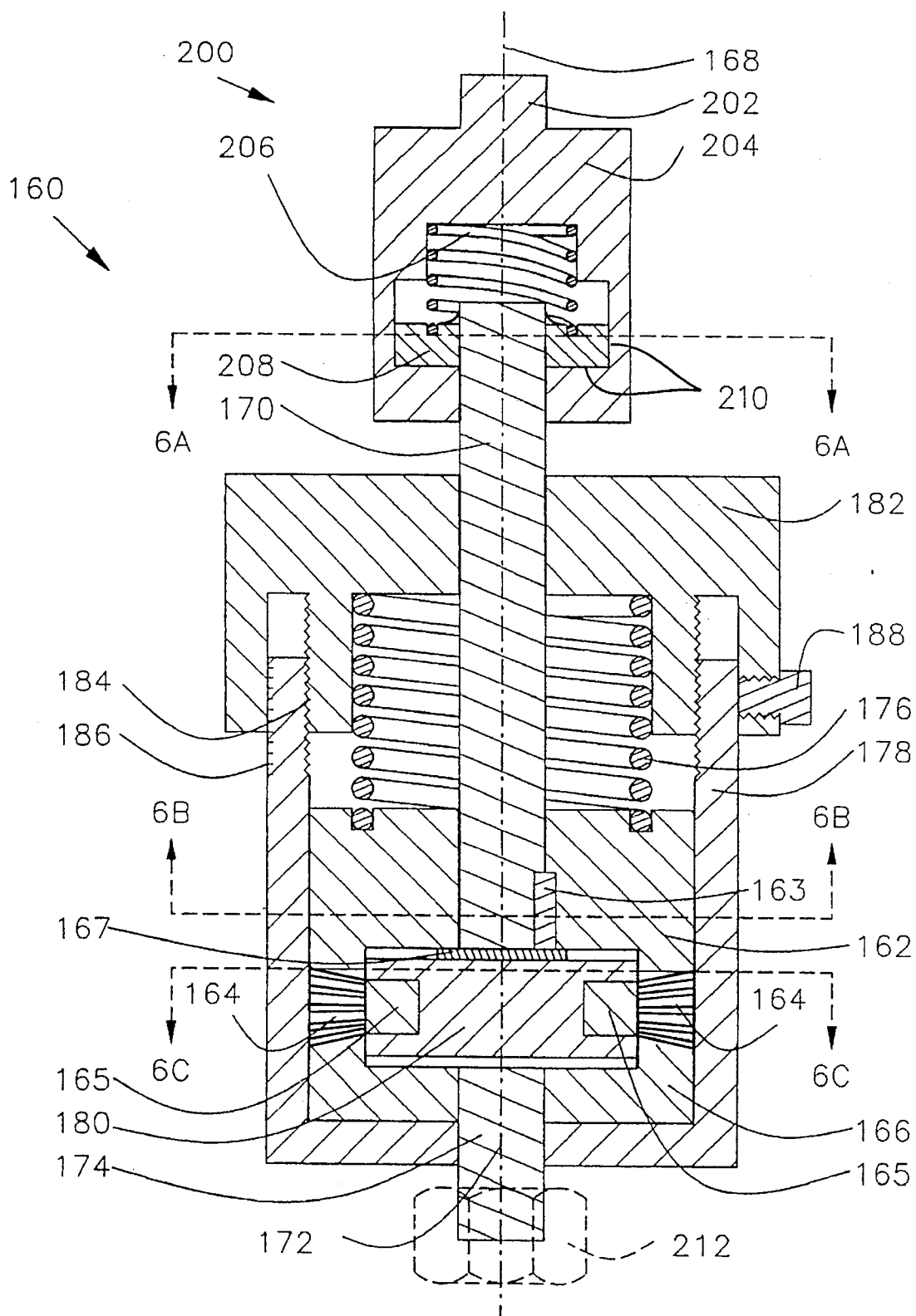


FIG. 6

FIG. 7A

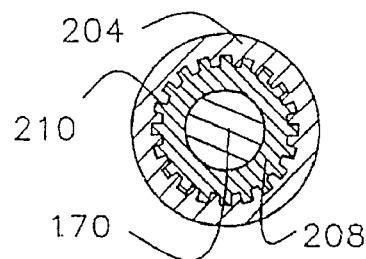
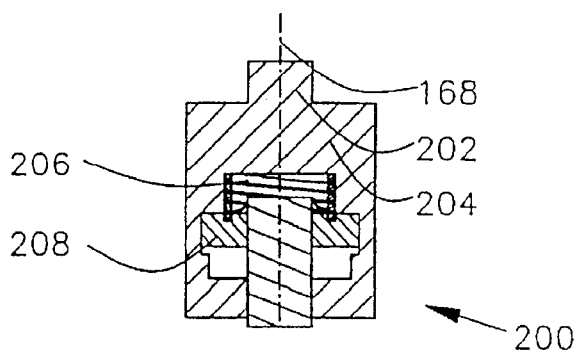


FIG. 6A

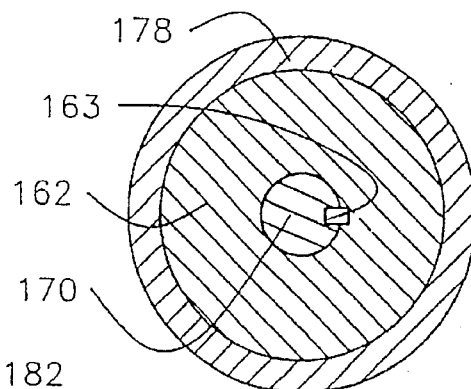
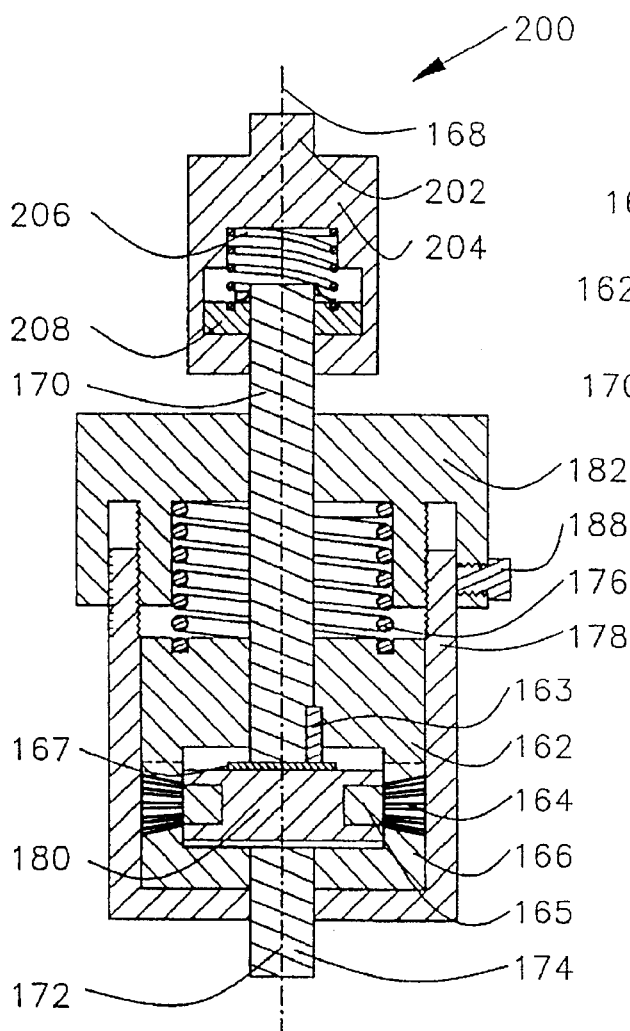


FIG. 6B

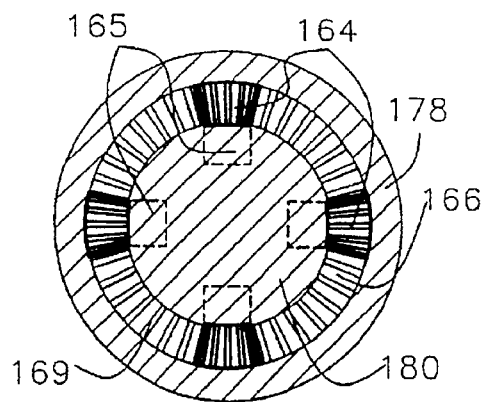


FIG. 6C

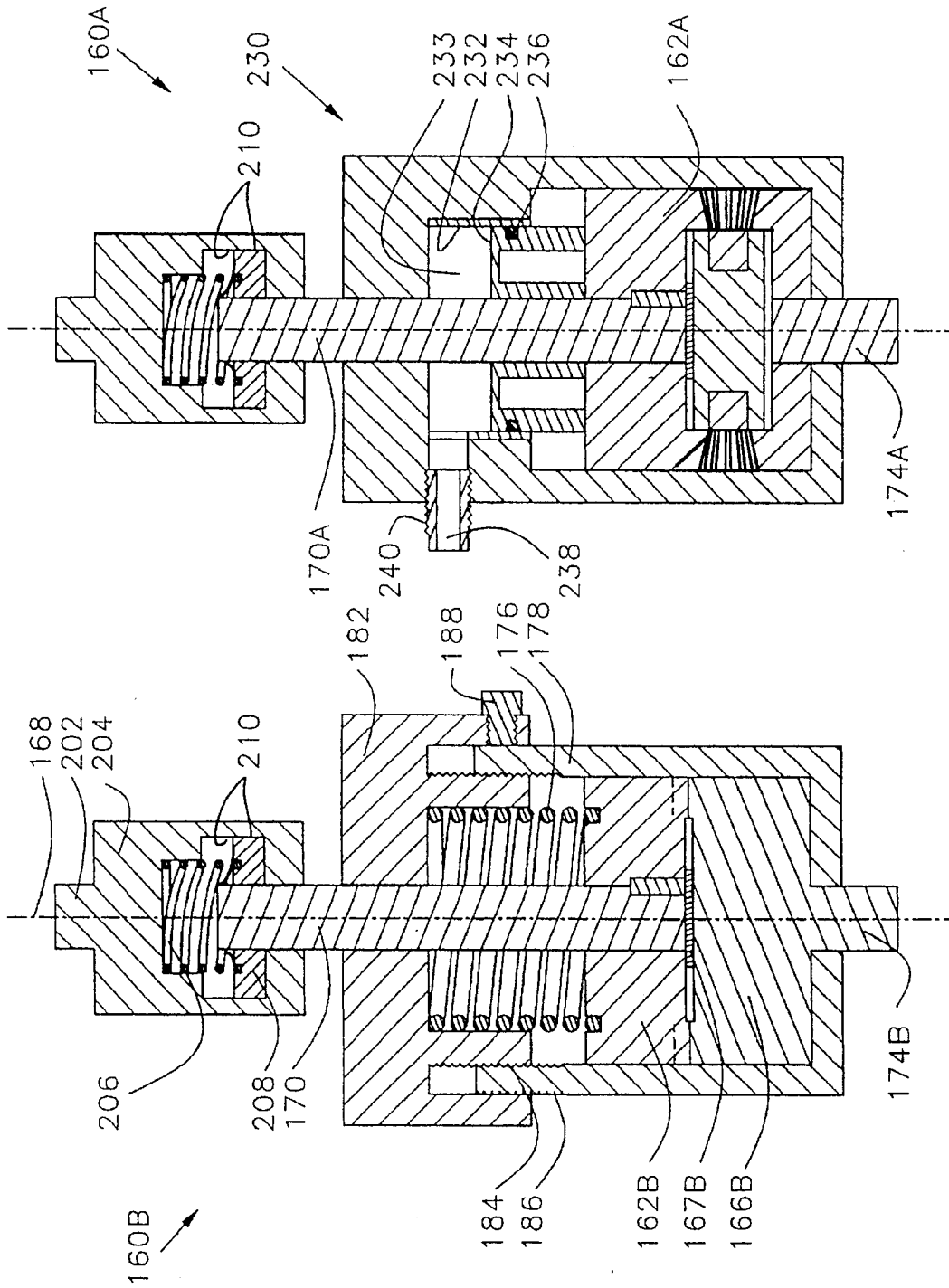
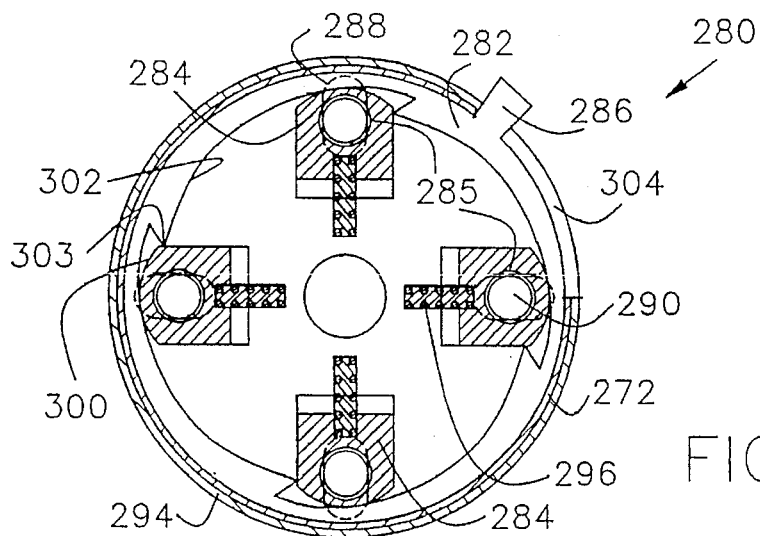
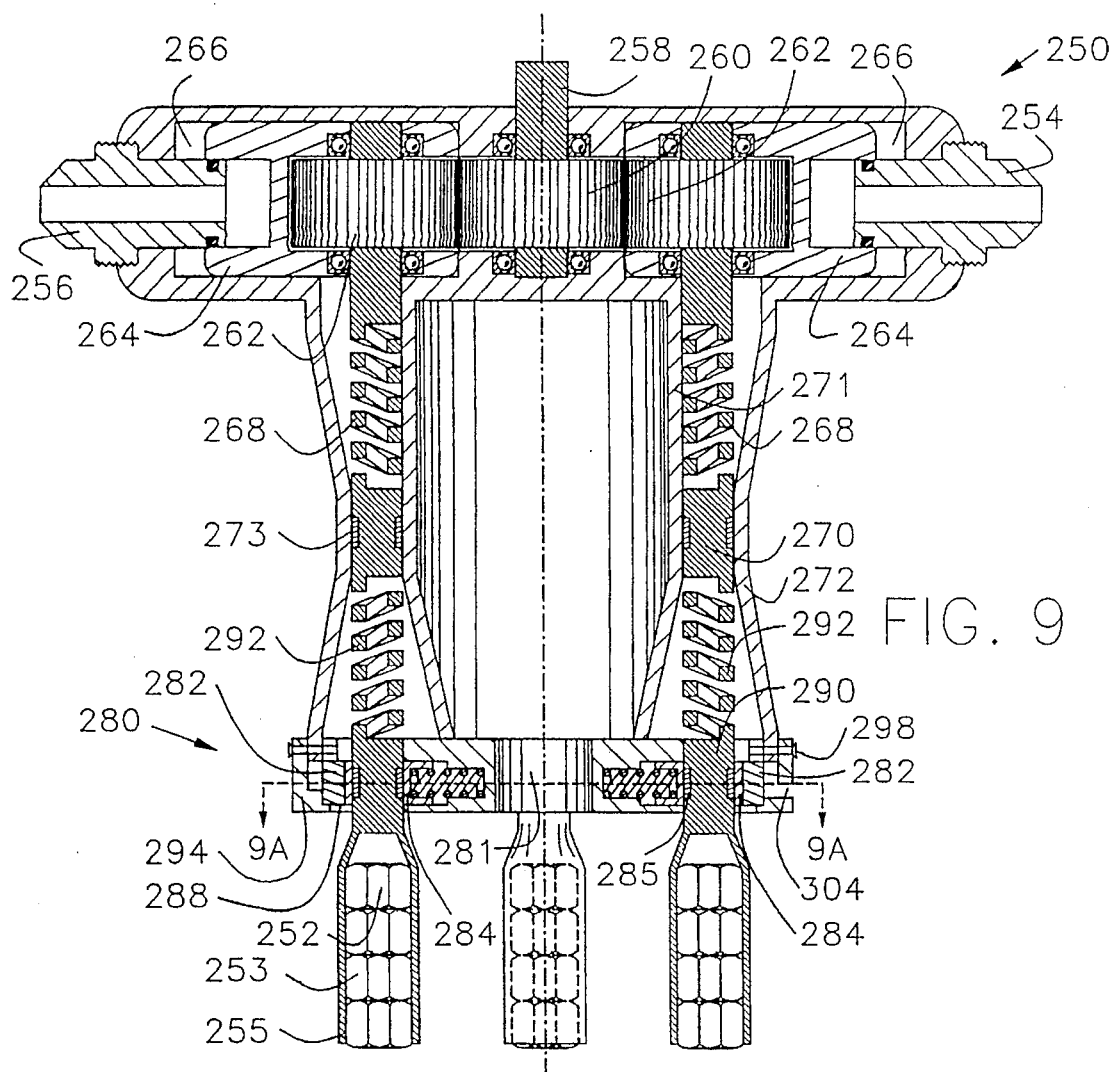

$$\frac{G}{E} \cdot \infty$$

FIG. 8A



DISPLACEABLE SPUR GEAR TORQUE CONTROLLED DRIVER AND METHOD

ORIGIN OF THE INVENTION

The invention described herein made by an employee of was the United States Government and may be manufactured and used by or for the Government of the United States of America for governmental purposes without the payment of any royalties thereon or therefor.

TECHNICAL FIELD

The present invention generally relates to torque controlled drivers for threaded fasteners. More specifically, the present invention relates to a torque driver configuration for selectively limiting and controlling torque applied to one or more fasteners.

BACKGROUND ART

It is often desirable to apply a selectively limited or controlled torque to one or more fasteners, such as nuts, screws, or the like. Over-torquing can cause fastener failure and component damage. Such fasteners may be used, for instance, to secure a tire to a wheel, or to secure a manifold assembly to an engine. In some cases, it is necessary that a configuration of fasteners be tightened relatively simultaneously, with each fastener tightened with the same torque limits and at the same time. It may also be desirable to tighten various configurations of fasteners without the need to change the driver. In some cases, the fasteners may be oriented circularly, and in other cases the fasteners may have a rectangular, star, or other configuration. The torque applied to each fastener ideally is adjustable, although the torque applied to one or more fasteners in a particular configuration may need to be different than the torque applied to other fasteners within the same configuration. It is also desirable for some purposes to be able to remove multiple fasteners simultaneously. Numerous prior art drivers have attempted to solve these problems.

U.S. Pat. No. 3,845,673 to Karden et al. discloses a two-speed nut runner that has a low torque clutch designed for disengagement at a predetermined, relatively low torque. A second high torque clutch automatically takes over the transmission of torque at a lower speed and higher torque while holding the low torque clutch in a fully released position by means of a piston that is placed inside the output shaft of the nut runner.

U.S. Pat. No. 2,069,882 to W. Hall discloses a wrench for tightening a plurality of securing members that includes a plurality of rotatable spindles operable to transmit tightening forces to the securing members, and a transmission operable by a single drive to rotate the several spindles independently to tighten the members to the same degree of tightness. The transmission includes pinions associated with the spindles, and an element, rotated by the drive, operable to successively cooperate with pairs of substantially opposite pinions to partially rotate the same.

U.S. Pat. No. 2,781,682 to W. B. Herndon discloses a torque wrench with multiple spindles that provides a steady torque for setting screw-threaded fastenings while allowing the drive to slip when the fastening is tight.

U.S. Pat. No. 4,909,105 to Namiki et al. discloses an automated nut driving apparatus having a plurality of motors for rotating respective ones of a plurality of drive shafts to respective sockets holding nuts. The nut driver includes a

plurality of universal joints connecting the sockets and drive shafts while allowing the sockets to be tilted with respect to the drive shafts. Universal joints are movable axially with respect to the drive shafts to allow the sockets to be retracted under reactive forces produced when the nuts engage the wheel attachment bolts.

U.S. Pat. No. 5,092,410 to Wallace et al. discloses a hydraulic torque impulse generator using a dual piston arrangement to provide impacts to a rotatable anvil. Automatic shut-off and control apparatus is provided for limiting the pressure without reversing the direction of the driving clutch cage. A pressure venting arrangement permits one impact per revolution.

U.S. Pat. No. 4,533,337 to K. C. Schoeps discloses a hydraulic torque impulse tool having a power inertia drive member, a hydraulic fluid chamber, and a cam driven piston in the fluid chamber for reciprocating movement.

U.S. Pat. No. 5,125,298 to C. O. Smith discloses an automatic wheel assembly line in which an array of fastener members is prepared, corresponding in number and geometric pattern to the array of co-acting fastener members on the vehicle hub and to the array of bolt holes on the wheel assembly. The assembly includes a source of fasteners, a feeder mechanism having an outboard face, means defining a plurality of fastener receptacles, means operative to transport fasteners and means to move the loaded fasteners.

U.S. Pat. No. 4,989,478 to Trivedi et al. discloses an apparatus for tightening or loosening a plurality of bolts or other rotatable elements in which a drive socket and a pair of reaction sockets are supported by an elongated beam member.

U.S. Pat. No. 3,905,254 to Palatnick et al. discloses a tool for loosening and removing the lug nuts of an automobile and truck wheels with selectively positioned non-rotating stabilized sockets.

As can be understood from a review of the background as discussed above, there remains the need for an improved driver that offers variable control over torque applied to one or more fasteners, a simplified construction for higher reliability, flexibility as to configuration of the fasteners, and a driver which may be produced at reduced levels of capital investment. Those skilled in the art will appreciate that the present invention provides solutions to these and other problems.

STATEMENT OF THE INVENTION

The present invention provides an improved method and apparatus for a torque controlled driver for applying torque to a fastener and having a driver housing with a first shaft carried by the driver housing having a first shaft axis extending longitudinally therethrough. The first shaft carries a first gear for rotation about the first shaft axis. The first gear has first gear teeth mounted around a circumferential portion thereof. A displaceable gear support member is provided that is displaceable in a direction having a lateral component with respect to the first shaft axis between an engaged position and a disengaged position. A biasing assembly biases the displaceable gear support member toward the engaged position. A second gear is carried by the displaceable gear support. The second gear has second gear teeth mounted around a circumferential portion thereof. The second gear teeth and the first gear teeth mesh when the displaceable gear support member is in the engaged position. At least one of the first and second gear teeth defines a tooth profile that is angled to produce a separating force in

response to torque transfer between the first and second gears for moving the displaceable gear support member to the disengaged position to thereby limit torque transferred between the first and second gears and to the fastener.

In operation, the first and second gears, which have respective first and second axis of rotation, are positioned such that the first and second axes of rotation are substantially parallel. The angled tooth profile on at least one of the first and second gears produces a separating force having a laterally directed component with respect to the first and second axes of rotation and arising between the first and second gears during transfer of torque between the first and second gears. The second gear is biased into meshing engagement with the first gear and the gears are rotated to apply torque to the fastener until the separating force overcomes the bias and separates the first and second gears to limit torque transfer between the first and second gears.

An object of the present invention is to provide an improved torque driver.

Another object of the present invention is to provide a torque driver that will tighten or remove one or more fasteners with controllable torque.

Yet another object of the present is to provide a torque driver that is adaptable to a variety of fastener configurations.

A feature of the present invention is a laterally displaceable spur gear.

Another feature of the present invention includes angled teeth used to produce a separating force to thereby move the laterally displaceable gear.

Yet another feature of the present invention is a coiled output shaft to drive a fastener.

An advantage of the present invention is an uncomplicated, economical construction.

Another advantage of the present invention is a construction that allows the driver to be adapted to a wide variety of fastener configurations.

Another advantage is the ability to provide different and controllable torque to different fasteners within the same fastener configuration.

Yet another advantage is a reduced time to remove multiple fasteners.

Other objects, features and intended advantages of the present invention will be readily apparent by the references to the following detailed description in connection with the accompanying drawings and claims.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic representation showing reaction forces and principal features with a pinion (driver) and driven gear;

FIG. 2 is an elevational view, in section, of a torque driver with gears in engaged position;

FIG. 3 is an elevational view, in section, of the driver of FIG. 2 with gears displaced from each other;

FIG. 4 is a top view, in section, of a driver according to FIG. 2 but with a pressurized cylinder biasing assembly;

FIG. 4A is a side view, in section, of the driver of FIG. 4 along the line 4A—4A;

FIG. 5 is a schematic representation of a self-venting pressure bias control system;

FIG. 6 is an elevational view, in section, of a bevel gear driver;

FIG. 6A is a sectional view of the driver of FIG. 6 along the lines 6A—6A;

FIG. 6B is a sectional view of the driver of FIG. 6 along the lines 6B—6B;

FIG. 6C is a sectional view of the driver of FIG. 6 along the lines 6C—6C;

FIG. 7 is an elevational view, in section, of the driver of FIG. 6 with gears displaced;

FIG. 7A is an elevational view, in section, of the axial force clutch of FIG. 6 in the disengaged position;

FIG. 8 is an elevational view, in section, of a bevel gear driver with pneumatic bias;

FIG. 8A is an elevational view, in section, of a bevel gear driver having no intermediate gear assembly;

FIG. 9 is an elevational view, in section, of a spur gear driver with adjustable fastener driver configuration;

FIG. 9A is a sectional view of the driver of FIG. 9 along line 9A—9A; and

FIG. 10 is a top view, in section, of a driver for a non-circular fastener configuration.

While the present application specifically claims embodiments shown in FIG. 1–4, and FIG. 9–10, the remaining figures include information necessary for a complete understanding of the invention and the possible variations of embodiments which the claims are intended to describe. Thus, claims directed to a driver with gears displaceable in a direction having a lateral component are not intended to exclude all devices which may have an axial or parallel component of movement between the gears. FIG. 6–8A show a purely axial or parallel movement between gears with respect to their gear axes and the embodiments of the present invention may be modified in accordance thereto to include some axial or parallel component of movement as will be understood by those skilled in the art after studying the teachings of this specification. As well, various biasing systems such as the biasing system described in FIG. 5 may be used with the present invention.

Thus, while the invention will be described in connection with the presently preferred embodiments, it will be understood that it is not intended to limit the invention to these embodiments. On the contrary, it is intended to cover all alternatives, modifications, and equivalents as may be included in the spirit of the invention.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

The present invention relates to an improved torque driver mechanism operable to transmit a precisely controllable degree of torque to a driven member such as a nut, screw, or the like. The torque driver may receive an input torque which is greater than a desired output torque and is operable to limit the input torque to the desired output torque level.

In very general terms, the application of gears for torque transmission between shafts falls into three categories of (1) parallel shafts, (2) shafts with intersecting axes, and (3) shafts neither parallel nor intersecting but skew.

While the present specification specifically claims embodiments shown in FIG. 1–4, and FIG. 9–10, the remaining figures include information necessary for a complete understanding of the invention and the possible variations of embodiments which the claims are intended to describe. Thus, claims directed to a driver with gears displaceable in a direction having a lateral component are not

intended to exclude all devices which also have an axial or parallel component of movement between the gears. FIG. 6-8A show a purely axial or parallel movement between gears with respect to their gear axes and the embodiments of the present invention may be modified in accordance thereto to include some axial or parallel component of movement as will be understood by those skilled in the art after studying the teachings of this specification.

The basic gear forces involved in operation of a torque driver in accord with the present invention are best described in connection with FIG. 1 wherein gear teeth 12 and 14, on respective gears 13 and 15, are shown in some detail. Respective gear teeth 12 and 14 provide a positive drive, maintaining exact velocity ratios between pinion or driver gear 13 and driven gear 15 to positively rotate one fastener, or more than one fasteners simultaneously, up to the desired torque.

Pitch circles, 16 and 18, are generally defined as the circles whose periphery is the pitch surface, or surface of an imaginary cylinder that would transmit by rolling contact, the same motion as toothed gears 13 and 15. Motion transmitted between gears 13 and 15 is similar to that of rolling surfaces identical with the gear pitch surfaces, but the action of gear teeth 12 on gear teeth 14 is generally a combination of rolling and sliding motion.

The radial distances between bottom lands 24, 26 and respective pitch circles 16, 18 is referred to as the respective dedendums. Circles 28, 30 are the base circles of pinion 13 and driven gear 15 that are generally defined as the circle from which an involute tooth curve is generated. The addendum circle (not shown) is the circle connecting the top lands 32, 33 of teeth 12, 14 and the corresponding radial distance to pitch circles 16, 18 is the addendum. Faces 35, 37 are the surfaces of teeth 12, 14 radially outwardly of pitch circles 16, 18. Flanks 39, 41 are the surfaces of teeth 12, 14 radially inward of pitch circles 16, 18.

Pitch point 38 is the point at which pitch circles 16 and 18 are tangent and this is typically the only point where contact between the teeth is pure rolling contact depending on the teeth profiles which may be of numerous types or modified types including involute, involute stub tooth, cycloid, American Standard spur gear tooth forms, and the like, made by different methods including hobbing, shaping, milling, preshaping, and the like.

Each pair of teeth has its points of contact co-linear with pressure line 36. The angle ϕ between pressure line 36 and tangent line 40 is the pressure angle. Force P is the reaction force on bearings of pinion 13 and force D is the reaction force on bearings of driven gear 15. Force N is the force normal to tooth profiles at the pitch line. Force T is the tangential or driving force. Force R is the radial or separating force.

While tangential force T is used to produce output torque, radial force R is often considered a wasteful byproduct. However, force R is used to control output torque by automatically disengaging the gear at a specified torque.

When the fastener is tightened to the specified torque, the radial force R at the engaged teeth equals a bias force, discussed hereinafter that urges pinion 13 and driven gear 15 into engagement. Any higher torque causes gears 13 and 15 to move laterally away from each other in this embodiment of the invention.

As gears 13 and 15 move laterally away from each other, pressure angle ϕ typically increases depending on the gear teeth profile (such as the frequently used involute or modified involute gear teeth profiles) causing a decrease in

tangential force T (and output torque) and an increase in radial force R to thereby facilitate additional displacement. Thus, the separation process typically accelerates to completion rapidly after it first begins.

After gears 13 and 15 are displaced by the working depth (sum of the addendums of the teeth 12 and 14), pinion 13 is disengaged. Pinion 13 continues to turn and biasing will cause pinion 13 to re-engage with the next set of teeth. The process of displacement and disengagement continues until input torque is removed. In this manner, the torque applied to the threaded fastener is limited to the specified torque.

FIG. 2 and 3 show how this principle is applied for use with spur gear driver 10. Spur gears are generally considered to be those gears that transmit torque between parallel shafts and may have straight teeth parallel to the gear axis or helical or herringbone teeth patterns and may include external, internal, and rack and pinion type configurations. Gears 50 and 52 are external spur gears with teeth 54 and 56 which point outwardly from shafts 58 and 60, respectively. Gears 50 and 52 and other components discussed hereinafter are preferably mounted in driver housing 61 with antifriction bearing assemblies such as ball-bearing assemblies 64 or other types of antifriction bearing assemblies as desired. Various bearing assemblies may be used with the rotating components as desired. Thus, while various sliding surfaces may be shown or discussed herein without specifying types of antifriction bearings, or indicating the presence of bearing surfaces in the associated drawings, it will be understood that those skilled in the art will be aware of the need to supply the same where desired.

As well, various types of lubrication may be used for any sliding surfaces discussed or shown herein. For instance, self-lubricated teflon coated or impregnated bronze surfaces may be used for relatively sliding components. Other suitable coating materials could be used for self-lubricated surfaces on the various components shown and discussed herein as are known to those skilled in the art. Those skilled in the art will recognize that many methods for lubricating any relatively sliding surfaces that are discussed herein. For instance, the various chambers and suitable elements may be flooded with oil. Pneumatic biasing systems, as discussed hereinafter, may be circulated through oil baths for air lubrication. It is also to be understood that antifriction means include lubricants and self-lubricating materials that may be used on the various relatively sliding components discussed and shown herein.

Input shaft 58 is preferably connected to an input torque source (not shown) that supplies torque at a higher level than the preferred specified output torque limit from shaft 60. The input torque source may include a manual ratchet wrench, electric drill, pneumatic motor or the like. Output shaft 60 is connected through flexible linkage or coupling 66 to output shaft attachment 68 which is then coupled to a fastener (not shown).

Flexible linkage 66 preferably has a coil configuration that is flexible in all directions and may be obtained commercially with specified coil configurations, windup, spring rates, special end connections, axial offsets, bending angle features, and other specified features, from companies such as Helical Products Company, Inc. Flexible linkage 66 could also be provided with U-joints and constant velocity splines (not shown), or other linkage components including combinations of components including a coiled linkage as desired. However, coiled linkage 66 is presently preferred for simplicity, lower cost, and ease of construction and maintenance. As well, flexible linkage 66 may be disposed

fin an angled, rounded, or other configuration as desired to tighten fasteners located in difficult to reach positions.

Driven gear **52** and shaft **60** are mounted for rotation in displaceable support member **70**. Displaceable support member **70** is laterally displaceable in a direction transverse to input shaft axis **72** which, in this embodiment, is parallel to output shaft axis **74**. Displaceable support member **70** moves laterally with respect to pinion **50** within chamber **71** of driver housing **61** between an engaged position and a disengaged position shown, respectively, in FIG. 2 and FIG. 3. Displaceable support member **70** may have various cross-sectional shapes such as, but not limited to, circular, elliptical, or square shapes.

Displaceable support member **70** and its related bearings **64** for supporting shaft **60** are loaded by compressed spring **76** to produce a biasing force that tends to move displaceable support member **70** towards pinion **50**. To control the specified level of torque limit, the level of the bias, or other factors discussed hereinafter, may be adjusted.

The required bias can be obtained from geometrical relationships using the gearing configuration that includes e.g. effective gear radius and pressure angle. Various sizes and combinations of gears may be selected based on the particular requirements, speed, and so forth of the application. Load adjustment shims **78** or other means such as a moveable adjustment plug (not shown) may be used to adjust the bias to the desired level. Thus, spring bias, or other types of bias, may be either preset or adjustable.

A preset version can be used, for instance, with critical assembly operations where the operator needs only one torque setting. An adjustable version, which could be manually or automatically adjustable, could be used for a wider assortment of operations when multiple torque settings are needed.

The input torque source (not shown) rotates input shaft **58** and also rotates pinion **50**, which is secured to input shaft **58** for rotation therewith. When the fastener is tightened to the specified torque limit, the separating force at engaged teeth **54** and **56** equals the biasing force. Higher torque causes driven gear **52** to move laterally away from pinion **50**. As driven gear **52** moves laterally away from pinion **50**, the pressure angle increases as discussed hereinbefore, causing a decrease in tangential force **T** (and related output torque) and an increase in radial or separating force **R** to facilitate lateral movement of displaceable support member **70** toward a disengagement position shown in FIG. 3.

After driven gear **52** is displaced by its working depth to disengage from pinion **50** as shown in FIG. 2, pinion **50** continues to rotate. Spring bias-**76** then biases displaceable support member **70** to move driven gear **52**, which is substantially no longer rotating, into engagement with the next set of teeth **54** on pinion **50**. The process of displacement and disengagement repeats until input torque is removed.

Flexible linkage **66** remains connected to the fastener throughout the torque sequence and adapts for movement of displaceable support member **70**. Adapter **68** is preferably rotatably secured, with a bearing assembly **80**, to driver housing **61** so that adapter **68** rotates but is axially fixed with respect to housing **61**, at least in the embodiment of FIG. 2 and FIG. 3. Bearing assembly **80** may be of several types and shapes but is preferably used to prevent radial forces that could interfere with loading of displaceable support member **70** and thereby provide more accurate torque limiting action. See discussion of bearings and lubrication hereinbefore.

The design selection of pinion **50** and driven gear **52** requires consideration of such factors as pressure angle,

contact ratio (ratio of length of path two gear teeth are in contact to base pitch), teeth depth, radii, tooth profile, and the like chosen for the particular application.

FIG. 4 and FIGS. 4A show a top view of alternative embodiment driver **10A** that is substantially the same as driver **10** except for an alternative pneumatic biasing assembly **100**. Components with substantially identical counterparts in driver **10** are labeled with an "A" suffix and reference may be made to the earlier discussion for those components so labeled. As with driver **10**, displaceable support member **70A** moves within cavity **71A** between an engaged and a disengaged position. Cavity **71A** has a first section **73** that has a substantially consistent rectangular cross-section along its length in which a rectangular portion, as shown in FIG. 4A, of displaceable support member **70A** moves. It will be understood that this cross-section could also be cylindrically, elliptically, or otherwise configured as desired. As with driver **10**, cavity **71A** also has an expanded portion **75** which allows lateral movement of driven gear **52A** within cavity **71A**.

Sealed cavity **102** is preferably cylindrically shaped and is preferably sealed with sealing elements such as O-ring **104** and lubricated to reduce friction. As displaceable support member **70A** moves between its engaged and disengaged position, the volume **105** of sealed cavity **102** and also cavity **106** varies accordingly. Piston **108** is threadably secured to driver housing **61A** but is moveable relative to displaceable support member **70A**.

Passageway **110** through piston **108** interconnects cavity **102** to a preferred constant pressure pneumatic source, discussed hereinafter with respect to FIG. 5, to maintain a constant pressure within cavity **102** and thereby produce a constant biasing force on wall **112** of cavity **102**.

A constant pressure pneumatic biasing source of this type is inherently more accurate than a spring bias for several reasons. The spring bias tends to have a relatively larger tolerance variation in spring pressure over relatively short distances than a pneumatic bias assembly.

As well, the spring bias increases and decreases with compression and expansion to adversely affect torque limiting accuracy. Even though the pressure angle between the gear teeth typically increases to thereby increase the radial or separating force after the desired torque is reached, the spring bias force also increases with respect to the bias force of the engaged position to inhibit the desired slippage operation between pinion **50** and driven gear **52**. With a constant pressure bias, the movement towards the disengaged position occurs more rapidly.

Thus, the constant pressure biasing assembly **100** produces a constant bias even as displaceable support member **70A** moves laterally with respect from pinion **50A** between an engaged position and a disengaged position. As the pressure angle changes and the radial force increases, the load on displaceable member **70A** remains constant to correspond to the specified output torque. Preferably, a calibration record is obtained to measure cavity pressure versus output torque so as to provide an accurate calibration of each machine. Thus, torque control level may be set with a sufficiently accurate pressure gage having sufficient resolution to be calibrated in terms of the desired torque limit and tolerance required thereof.

Various configurations of pressurized cylinder-piston assemblies with related seals and shafts may be used with that shown in FIG. 4 being a presently preferred configuration. The bias force produced to act against displaceable support member **70A** is a function of piston/cylinder geom-

etry (e.g. internal diameter and pressure). Maintaining a constant pressure in the cylinder ensures that during lateral displacement of gear 52A towards or away from pinion 50A, the bias will always remain at the preset level which corresponds with the specified torque output.

FIG. 5 discloses a schematic of a self-venting pressure regulator system 130 that relieves downstream pressure at two different desired setpoints for applying different, but readily adjustable, torque limits to different threaded fasteners in a configuration of fasteners. The multiple fastener torque drivers shown in FIG. 9 and FIG. 10 are examples of drivers that may require such adaptability. System 130 could also be used to supply constant pressure to a single driver such as that of FIG. 4 or FIG. 8 or could be modified to provide for more than two different torque limits if desired. Safety devices such as relief valves (not shown) may be used therein as desired e.g. in the supply line.

Pressurized air enters inlet 132 and is regulated by first check valve 134. Pressure indicated at first pressure gage 136 will preferably be higher than subsequent output pressures at outlets 1 through N. Adjustable self-venting pressure regulator 138 may be used in conjunction with gage 136 to set a desired pressure corresponding to a desired torque level at outputs 1 through I one of which could be connected, for instance, to passage 110 of FIG. 4. The letter I indicates that as many connections as desired up to the limits of the system may be used.

To obtain a second selective torque limit, the pneumatic line branches at 142 to second check valve 144. The output of second check valve 144 goes to second adjustable self-venting pressure regulator 146 that may be adjusted in accord with gage 148 to obtain a Second pressure output at outputs I+1 to N. While system 130 is a particular pressure supply system, other systems may also be used. The outputs of system 130 may be ramped, sequenced, or otherwise varied to control torquing of fasteners in a desired manner. Even while pressure is relatively slowly ramped, it will be understood that the pressure within a piston/cylinder assembly remains substantially constant during the short time in which a laterally or axially displaceable gear moves from an engaged to a disengaged position.

FIG. 6 and FIG. 7 discloses a conical or bevel gear driver 160 having an adjustable bias configuration. Driver 160 operates on a similar principle as that illustrated in FIG. 1 of loading a displaceable gear to control output torque. However, the bevel gear configuration of driver 160 has an axial load scheme such that the displacement occurs axially, with respect to a gear shaft axis, rather than radially with respect to a gear axis, as with the spur gear arrangement. In the embodiment illustrated, the input gear or drive gear is displaceable rather than the output or driven gear.

Bevel or conical gears are normally those which may be used to change the shaft axis direction or to change shaft speed as well as direction. Bevel gears include many variations such as external bevel gears, internal bevel gears, crown gears, straight bevel gears, spiral bevel gears, zero bevel gears, and the concept of operation of this embodiment of the invention, as discussed hereinafter, could conceivably be developed with hypoid gears and worm gears which are therefore also considered, for the purposes of this application, to come under the general term of bevel gears.

Bevel driver 160 includes three basic gear assemblies including displaceable gear 162, intermediate gears 164, and output gear 166. Displaceable gear 162 is axially displaceable in a direction parallel to axis 168 of input shaft 170 and axis 172 of output shaft 174. Displaceable gear 162 is biased

into engagement with intermediate gears 164 by biasing spring 176. Key 163, shown also in FIG. 6B, rotationally secures displaceable gear 162 with respect to input shaft 170 but permits axial movement therebetween. Thrust bearing 167 is preferably connected to the lower end of shaft 170 for support, to reduce play, and to reduce friction between shaft 170 and disc 180 during rotation.

While gear 162 is shown as a monolithic component, it could be comprised of an assembly of components including bearings, discs, and so forth. The gear train of the bevel gear driver 160 could also be arranged so as to be angled if desired as may be necessary to apply torque to fasteners located in difficult to reach positions.

The components of driver 160 are mounted within cylindrical driver housing 178. Various types of bearings may be used between driver housing 178 and any movable components such as in the gear train as well as between the shafts and the supporting members (see general discussion of bearings and lubrication above).

Shafts 165, shown also in FIG. 6C for intermediate bevel gears, are preferably held in their respective positions with respect to driver housing 178 i.e. their associated shaft axes are fixed with respect to driver housing 178. They may be pinned to driver housing 178, held by internal slots within driver housing 178, or otherwise affixed thereto. As well, disc 180, which supports intermediate gears 164 and their related shafts 165, may be fixed by pins or other means to secure disc 180 in position with respect to driver housing 178. Because the axes of shafts 165 are fixed with respect to housing 178, bevel gears 164 may be used to rotate output gear 166 via output gear teeth 169 (see FIG. 6C) in response to rotation of displaceable input gear 162. Thrust bearing 167 may be provided to reduce friction and play between disc 180 and shaft 170.

Cap 182 holds the internal components of driver 160 within driver housing 178 and may be threadably secured thereto, as shown, with fine adjustment micrometer type threads 184. Fine adjustment threads 184 allow bias, and therefore torque limit, to be adjusted by rotation of cap 182. Driver 182 may be calibrated so that torque indication marks 186 provide a direct reading of the selected torque limit for driver 160. Lock nut 188, or other locking means, may be used to fix cap 182 with respect to driver housing 178 and maintain a selected torque limit.

Driver 160 also includes axial load control or clutch assembly 200 that comprises input attachment 202, attachment housing 204, axial load control spring 206, and splined drive disc 208. As shown in FIG. 6A, spline-groove interfaces 210 between drive disc 208 and attachment housing 204 are engaged to transmit torque to input shaft 170. The spline-groove interfaces disengage in the manner shown in FIG. 7A to prevent torque transmission if axial force applied, as by an operator, is greater than a selected amount. As discussed hereinbefore, spline-groove interfaces 210 may be self-lubricated or otherwise lubricated as desired.

Input shaft 170 is fixably secured to drive disc 208 by means not shown such as welds, pins, threads, snap-rings, or other means. Axial load control or clutch assembly 200 therefore acts to prevent excessive axial load being applied to the fastener through driver 160. Excessive axial load could alter bias applied with spring 176 to thereby change the selected torque limit.

If the axial load is greater than a selected amount, attachment housing 204 moves towards cap 182 to thereby disengage drive disc 208 with respect to attachment housing 204 as shown in FIG. 7A. This action prevents torque

transmission to shaft **170**. As well, it is noted that clutch **200** could be positioned elsewhere along the shaft and gear assembly prior to connection with fastener **212** to prevent torque transmission to fastener **212**.

In operation, torque applied through input shaft **170** is transmitted through output shaft **174** to fastener **212**. If an operator presses too hard on the fastener **212** with driver **160** then clutch **200** disengages torque to prevent any torque transmission to fastener **212**. Otherwise, torquing of fastener **212** continues until a desired torque limit is reached as indicated by calibration marks **186**. At that point, displaceable gear **162** moves upwardly with respect to intermediate bevel gears **164**, as shown in FIG. 7, to a disengaged position. The next set of teeth on displaceable gear **162** will then re-engage bevel gears **164** due to bias spring **176**, or other bias mechanism, and the process repeats until torque is removed from input attachment **202**.

FIG. 6C shows four bevel gears with a fixed and equidistant circumferential spacing with respect to driver housing **178** and driven gear **166**. Other numbers of bevel gears could be selected based largely upon the anticipated torque-related stress to be carried by each of bevel gears **164**. Thus, in some applications three bevel gears in an intermediate bevel gear assembly may be sufficient to handle the anticipated torque requirements. The multiple number of bevel gears **164** provide additional durability because wear between the multiple gears carrying the torque reduces wear which would otherwise occur between a single driver-driven gear arrangement.

In addition to increasing torque adjustment accuracy, the bevel gear assembly is relatively inexpensive, is easy to manufacture, and provides opportunity for considerable flexibility of tooth profile design for the intended slippage type operation and/or for angled operation of the driver.

FIG. 8 provides an alternative bevel gear driver configuration **160A** with pneumatic biasing assembly **230**. Pressurized cylinder sleeve **232** contains pressurized fluid, preferably gas held at a constant pressure in variable volume cavity **233**, as discussed hereinbefore, to produce a biasing force against piston **234**. Piston **234**, in turn, acts against displaceable gear **162A** in the manner discussed hereinbefore. Seal **236**, an O-ring seal, or other types of seals may be used to seal cavity **233** from air leakage. For instance, grease from grease inserts, grease wicks, or other sources may act to form suitable seals and simultaneously lubricate relatively close fitting bearing surfaces around shafts **170A** and **174A**.

Pressurized gas preferably passes through passageway **238** of connector **240** to cavity **233**. For best accuracy, pressurized gas will be from a constant pressure regulated air supply, such as system **130** shown in FIG. 5, or other constant pressure regulated fluid supply systems. A sufficiently accurate pressure gage may be calibrated and operated with a vented pressure regulator to set driver **160A** at a desired torque limit.

As explained hereinbefore with respect to driver **10A** shown in FIG. 4 and FIG. 4A, a constant pressure used with a pressurized cylinder, as shown in FIG. 8, creates a constant bias that is more accurate than a spring bias. The spring bias increases with distance and may also have significant bias force tolerances that limit accuracy and thereby affect the desired torque level.

FIG. 8A discloses another alternative bevel gear driver arrangement **160B** wherein the intermediate bevel gear assembly is absent but which includes a torque limit adjustment mechanism as may be conveniently hand-held. This embodiment may relate to consumer oriented specifications

which may not require the long lasting features for only occasional or hobby usage. Upper gear **162B** directly drives output gear **166B** to thereby rotate output shaft **174B** up to the torque limit as discussed above. Thrust bearing **167B** may be used in the manner discussed hereinbefore. While it is desirable to include the intermediate bevel gear assembly for the reasons discussed above, it is also possible to provide a selectable torque nut driver for removing or tightening fasteners without that assembly. As with the other configurations, the bevel gear driver of FIG. 8A may be used with a battery driven electric motor as may be conveniently hand held. This configuration could also be used with a pneumatic motor and include the pneumatics biasing assembly **230** discussed above as may be more desirable for shop use. Other similar configurations and arrangements in accord with the teachings herein as will be apparent to those skilled in the art.

FIG. 9 and 9A show a multiple fastener driver **250** that may be used to drive multiple fasteners **252** for simultaneous tightening or loosening. Socket **255** may be adapted to include fastener storage and control means (not shown) for storing and controlling multiple nuts **252** and **253** as might be removed from four tires for subsequent reinstallation. As will be appreciated, simultaneous removal of fasteners could save significant time, for instance, in a business that changes out large numbers of tires each day. If desired, socket **255** could be a standard socket that receives only a single nut **252**.

Driver **250** may be used to drive fasteners **252** in the same configuration to different selectable torque levels by coupling plugs, such as coupling plugs **254** and **256**, to pressurized gas or fluid at different pressures as may be obtained from system **130** of FIG. 5. The pressurized gas supply obtained from system **130** may also be ramped during the nut driving process to limit torque applied to any particular nut in a fastener configuration to thereby verify that all fasteners are limited to the same torque at all times—a feature that overcomes a problem with prior art devices. It will be noted as discussed hereinbefore, that a ramped pressure remains substantially constant during the short time period in which a moveable gear, such as output gear **262**, moves from an engaged position to a disengaged position. A sequencer (not shown) could be used to specially sequence the order of fastener installation by controlling, for instance, the bias from system **130**.

The basis of operation of driver **250** is similar to that of driver **10** and **10A** shown in FIG. 2–FIG. 4. Input torque is applied to shaft **258** and pinion **260**. Pinion **260** drives each output gear **262** at the same rate to thereby torque multiple fasteners **252** simultaneously as may be required for some applications. Each output gear **262** is carried by an associated displaceable gear support member **264** moveable within a respective support member cavity **266**.

Coiled flexible drive shafts **268** each individually adjust to lateral movement of the respective output gears **262**. Shaft connector members **270** are preferably rotatably secured to outer leg housing **272** and inner leg housing **271** by intermediate bearing members **273** which may be of various types. Intermediate bearing members **273** isolate radial forces on flexible coupling **268** and **292** to prevent interference with displaceable gear support **264** control loading. Inner and outer leg members **271** and **272** are substantially cylindrical (see FIG. 9A) in the present embodiment but could be separate leg members for each fastener shaft **268**. Hole **281** may be included to allow torquing operation around a centrally located shaft.

Driver **250** also includes a gauged selector mechanism **280** shown more clearly in FIG. 9A which is a cross-section

of FIG. 9 along the line 9A—9A. Gauged selector mechanism 280 allows driver 250 to be used with more than one fastener configuration by movement of fastener adapters 290.

For this purpose, ring 282 is rotatable via control handle 286 to move translatable blocks 284 laterally inwardly or outwardly. Output adapters 290 are then also movable within slots 288 in end member 294 as indicated in FIG. 9A. Antifriction bearings 285 are preferably used to rotatable secure output adapters 290 in translatable blocks 284. As discussed herein before, various lubrication means are preferably provided between moving parts such as blocks and other sliding or rotating surfaces. Flexible coiled fastener drive shafts 292 flex as required to adjust shaft length and orientation to compensate for movement of output adapters 290. Other types of shaft linkage such as universal joints could be used in place of or in conjunction with flexible coiled shafts 268 and 292 as discussed hereinbefore.

Ring 282 is supported by end member 294 that is secured to outer leg housing 272 with connectors 298. Bias springs 296 bias translatable blocks 284, having curved guide surfaces 300, to move along inner ring cam surfaces 302 that determine the lateral orientation of fastener adapters 290. Guide and cam surfaces 302 and 300 may have various shapes as desired. Preferably there is a single point interaction between the surfaces so that translatable blocks 284 follow cam surface 302 more readily. Control handle 286 moves in slot 304 of end member 294 which may be calibrated or marked as desired for various lateral orientations. While end 303 is shown as a point, it could also be square shaped, round or otherwise shaped. Other adjustment mechanisms, such as individually adjustable gauge selector members (not shown) could also be used. Other adjustment paths for fastener adapters 290 defined herein by slots, such as slots 288, could also be used.

FIG. 10 provides another driver 350 embodiment suitable for torquing fasteners in non-circular fastener configurations such as might be suitable for manifold fastener configurations. While various types of gear drives could be used, this particular embodiment uses inner pinion 352 may be used for torque input to drive output gears 353 and to transfer torque via idler gears 354 to outer pinions 356 which, in turn, drive output gears 358. Other drive means could be used. For instance, a centrally disposed elongate worm gear could be used as the principal torque input and transfer means. Such a worm gear could extend across driver 350 from each gear 356 in place of the present gear chain and would tend, at least in this embodiment, to reduce or eliminate gear chatter noise.

As discussed hereinbefore, each output gear 358 is laterally displaceable within a chamber 362 and is supported with displaceable gear support member 364. Fasteners may be simultaneously rotated up to a desired torque limit. The torque limit may vary, it may be ramped, or otherwise controlled as desired between fasteners in the same configuration as discussed hereinbefore. Each air connector 360 is preferably connected to a constant pressure pneumatic supply system such as system 130 shown in FIG. 5 for biasing each respective gear support member 364.

In general, in the various torque drivers discussed, the gear teeth on one or both gears may be modified so as to be short, stubby, and/or rounded to further facilitate this operation as desired. As well, for high speed operation, means could be used to completely disengage the gears after the specified torque is reached and displacement begins if this was desired. However, design of short, stubby, teeth may be

more economical than a kick-out mechanism or other such means.

The foregoing disclosure and description of the invention is illustrative and explanatory thereof, and it will be appreciated by those skilled in the art, that various changes in the size, shape and materials as well as in the details of the illustrated construction, reliability configurations, or combinations of features of the various torque driver elements of the present invention may be made without departing from the spirit of the invention.

What is claimed is:

1. A driver for applying torque to a fastener, comprising:
 - a driver housing;
 - a first shaft carried by said driver housing having a first shaft axis extending longitudinally therethrough;
 - a first gear carried by said first shaft for rotation about said first shaft axis, said first gear having first gear teeth mounted around a circumferential portion thereof;
 - a displaceable gear support member for displacement having a lateral component with respect to said first shaft axis between an engaged position and a disengaged position;
 - a biasing assembly to bias said displaceable gear support member toward said engaged position;
 - a second gear carried by said displaceable gear support, said second gear having second gear teeth mounted around a circumferential portion thereof, said second gear teeth and said first gear teeth meshing when said displaceable gear support member is in said engaged position, at least one of said first and second gear teeth defining a tooth profile that is angled to produce a separating force in response to torque transfer between said first and second gears for moving said displaceable gear support member to said disengaged position to thereby limit torque transferred between said first and second gears and to said fastener.
2. The driver of claim 1, further comprising:
 - a flexible linkage rotatably secured to said second gear, said flexible linkage having a flexible coiled portion.
3. The driver of claim 1, further comprising:
 - a flexible linkage having one thereof end rotatably secured to said second gear and an opposite end securable to said fastener.
4. The driver of claim 1, wherein said biasing assembly further comprises:
 - an adjustment member for varying a biasing force to said displaceable gear support member.
5. The driver of claim 1, wherein said biasing assembly further comprises:
 - a piston assembly including a piston movable with respect to a piston chamber.
6. The driver of claim 1, wherein each of said first and second gear teeth have a tapered portion to produce said separating force.
7. A driver for applying torque to a plurality of fasteners, said plurality of fasteners being arranged in a predetermined configuration, said driver comprising:
 - a driver housing;
 - a first shaft affixed to said driver housing having a first shaft axis extending longitudinally therethrough;
 - a first gear carried by said first shaft for rotation about said first shaft axis;
 - a plurality of displaceable gear support members, each disposed within said driver housing for displacement

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- having a lateral component with respect to said first shaft axis between an engaged position and a disengaged position;
- a plurality of displaceable gears each carried for rotation by a respective one of said plurality of displaceable gear support members; and
- a plurality of flexible linkage members each secured for rotation with a respective one of said plurality of displaceable gears, each of said plurality of flexible linkage members transferring torque from a respective one of said plurality of displaceable gears to a respective one of said plurality of fasteners.
8. The apparatus of claim 7, wherein said first gear is meshably engageable with each of said plurality of displaceable gears.
9. The apparatus of claim 7, wherein said first gear engages at least one of said plurality of displaceable gears through an intermediate idler gear.
10. The apparatus of claim 7, further comprising: a plurality of biasing assemblies each for biasing a respective one of said plurality of displaceable gear support members towards said engaged position.
11. The apparatus of claim 10, wherein at least one of said biasing assemblies applies a substantially different bias to a respective displaceable gear support member than another of said plurality of biasing members.
12. The apparatus of claim 10, wherein at least one of said biasing assemblies includes an adjustment member for varying a bias force applied to a respective displaceable gear support member.
13. The apparatus of claim 7, further comprising: a plurality of bearing assemblies each for rotatably securing at least a portion of one of said flexible linkage members to said driver housing.
14. The apparatus of claim 7, further comprising: a fastener configuration adjustment assembly for altering the configuration of said plurality of flexible linkage members to mate with said plurality of fasteners arranged in said predetermined configuration.
15. The apparatus of claim 7, further comprising: at least one fastener configuration adjustment member for moving laterally at least a portion of at least one of said flexible linkage members to mate said at least one of said flexible linkage members to a respective fastener.
16. The apparatus of claim 7, wherein at least one of said plurality of flexible linkage members includes a coiled portion.
17. A driver for applying torque to a fastener, comprising: a driver housing;
- a first shaft carried by said driver housing having a first shaft axis extending longitudinally therethrough;
- a first gear carried by said first shaft for rotation about said first shaft axis, said first gear having first gear teeth mounted around a circumferential portion thereof;
- a displaceable gear support member for displacement having a lateral component with respect to said first

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- shaft axis between an engaged position and a disengaged position;
- a biasing assembly to bias said displaceable gear support member toward said engaged position;
- a second gear carried by said displaceable gear support, said second gear having second gear teeth mounted around a circumferential portion thereof, said second gear teeth and said first gear teeth meshing when said displaceable gear support member is in said engaged position, at least one of said first and second gear teeth defining a tooth profile that is angled to produce a separating force in response to torque transfer between said first and second gears for moving said displaceable gear support member to said disengaged position to thereby limit torque transferred between said first and second gears and to said fastener, and
- said displaceable gear support member, in cooperation with said biasing assembly, comprising means for carrying said second gear to said disengaged position for limiting torque upon said separating force exceeding a predetermined level.
18. A method for limiting torque applied to a fastener, comprising:
- positioning first and second gears, having respective first and second axes of rotation, such that said first and second axes of rotation are substantially parallel;
- providing teeth having an angled tooth profile on at least one of said first gear and said second gears;
- producing a separating force having a laterally directed component of motion with respect to said first and second axes of rotation, said separating force arising between said first and second gears during transfer of torque between said first and second gears;
- biasing said second gear into meshing engagement with said first gear; and
- rotating said first gear and second gears to apply torque to said fastener until said separating force overcomes said biasing and separates said first and second gears to limit torque transfer between said first and second gears.
19. The method of claim 18, further comprising: flexibly linking said second gear to said fastener such that said second gear is moveable relative to said fastener when torque is being supplied to said fastener from said second gear.
20. The method of claim 18, further comprising: tightening a first configuration of a plurality fasteners with said driver; and
- moving a configuration selection member on said driver to match said driver to a second configuration of a plurality of fasteners.
21. The method of claim 18, further comprising varying said biasing to vary said a torque transfer limit between said first and second gears.

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